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1. The railroad line from Majaikiai (56° 20' N 22° 20' E) to a point about 25 kilometers southeast of Majaikiai.
2. This railroad line was originally built by the Russian Government before World War I. In 1906 the railroad gauge was changed to the narrower German size. Up to the time of [redacted] June of 1940, the gauge was not changed again. 50X1
3. There were three tracks at the depot in Majaikiai with two pairs of tracks leading northeast, two pairs of tracks leading northwest and two pairs of tracks leading southeast. A small locomotive service yard was located about one-half kilometer southwest of the railroad depot. This yard performed only minor inspection and repair service for locomotives. It had a small roundtable and serviced six to eight passenger locomotives and eight to ten freight locomotives each 24 hours. Every locomotive that passed through Majaikiai was sent to the locomotive service yard for inspection. The locomotives were all of the coal burning, steam driven variety. 50X1
4. On the line [redacted] running southeast from Majaikiai, there were only two small bridges. The first was located about five or six kilometers from Majaikiai and was about six or seven meters long. It passed over a small one-meter creek which provided storm drainage for the area. The second bridge was located about 12 kilometers from Majaikiai and was also six or seven meters long. Both were built in about 1920 with concrete foundations and steel supports.
5. The railroad bed was originally prepared with, and was maintained with, about one-half meter of gravel mixed with a little clay to give cohesion, covered with a leveling layer of cracked stone. The bed was about three and a half meters wide. The gravel came from a big gravel pit located at Stauliac which was connected to our railroad line by a small service line. The ties were two and a half meters long, 16 cm wide and 12 cm deep. The pine ties were cut and tarred at a factory in Kaunas. The average life of each tie was about ten years. They were placed one-half meter apart, center to center. When the track was originally laid by the government six-inch spikes had been used. After 1920 German bolts were used for all repairs so that in 1940 there were very few spiked rails. The rails were received from Germany [redacted] The longest rail I ever saw was 25 meters long. 50X1

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50 men 25 kilometers of track. 50X1  
 this was approximately average for all of Lithuania. Of course, sections of track that  
 had many curves or heavy traffic had larger crews. 50X1  
 five groups of ten men. These groups were responsible for minor maintenance of five kilometers of  
 track each and the groups were combined for heavy maintenance problems. The only tools  
 we had belonged to the railroad and consisted of such things as shovels, sledge hammers,  
 wrenches and other hand tools. Sixteen men were required to lift a rail.

The signalling system used was the standard European-type but I don't remember exactly  
 where the signals were located or the method of operation. 50X1

There was no damage to the railroad line in the battles during 1939-1941. I have not  
 heard how the railroad line fared in the battles in 1944.

There was no loading, or unloading, or storage from the railroad trains in Majaikiai.  
 The passenger and freight trains continued through Majaikiai after exchanging locomotives.

The total population of Majaikiai was about five thousand, divided about 40%  
 Catholic and 60% Hebrew, between whom there were good relations up to the time  
 of the occupation by the Soviets. There was no industry in Majaikiai. There were 50  
 or 60 small merchant stores and a number of farmers.

There was no city water or city sewer system.

Homes located near the center of town were of two stories and those near the edge of  
 town one-story. There were more brick houses than wooden ones. The two-story houses  
 were covered with metal sheets and the one-story houses were about evenly divided  
 between tile and shingle roofs. There was one two-story hospital in town but I do not  
 remember the number of beds or doctors there.

The streets in town were mostly covered with five-inch stone cubes. Up to 1940 the  
 roads outside of Majaikiai were no more than dirt paths. In 1939 the government  
 ordered construction of seven to eight-meter wide gravel roads connecting the cities  
 and villages. In 1940 a half meter of gravel was used in constructing these roads and  
 in 1941 another half meter of gravel was added. Up to 1940 there were only 15 to 20  
 automobiles and five to ten trucks in Majaikiai.

Communists were hated in Majaikiai, for the following reasons:

- (a) Soviet refugees had told us how horrible Communism was.
- (b) At the time of the occupation the Communists discharged the railroad employees  
 and did not provide a means for them to obtain their livelihood. This affected  
 almost all the people in Majaikiai.
- (c) When the Communists invaded Majaikiai they were received in a friendly manner by  
 the Hebrews and on the advice of the Jews the Communists deported many non-Jews  
 who were never heard from again. Later, the Jews were treated as badly as the  
 rest of the population.

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